

Plunging in Liberty Bonds Is Nothing Compared to Plunging Into Machine Gun Fire!

# 50 to 200 Dead In Munition Blast

continued from page 1

tion of explosives, went up as fast as the stores could explode. A few tremendous concussions, a barrage of debris that showered the lower Hudson River waterfront for a few hours and it was all over. When day broke there was nothing left to explode.

It all had occurred when the greater part of the city was in bed and asleep. The most powerful detonation, shortly before 3 o'clock, awoke householders in furthest Queens, but the shattered glass in downtown sections tinkled into deserted streets.

## Other Plants Will Speed Up to Offset Gillespie Disaster

Other munition plants will have to speed up, it was announced yesterday, as a compensation for the loss in production caused by the destruction of the Gillespie plant. To do this and keep the shells moving to the firing line according to schedule the United States Employment Service called for 1,500 men at once to report at the various headquarters in this city for work on the project at Mays Landing, N. J.

This call for workmen was issued under instructions from the Ordnance Department and construction division of the army, which began to marshal their resources and re-draft their plans

as soon as the extent of the Gillespie disaster became known.

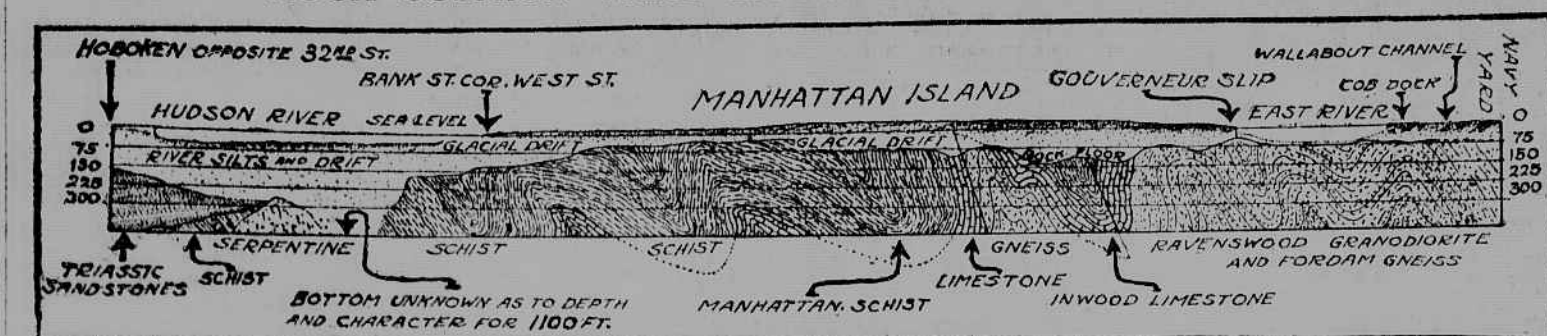
Construction work on new plants is to be rushed and production work in established plants redoubled in order that there may be no decrease in the munitions output during the time necessary to rebuild the Gillespie plant. Government bureaus consider the emergency vital, and the United States Employment Service has been called upon to do its utmost.

## Jersey Blasts Bring Showers of Glass Over New York

Many windows were smashed in New York yesterday by the concussion of the explosions at Morgan, N. J., and the office forces in downtown buildings were released at an earlier hour than usual in many instances. The most damage done to windows was between Twenty-third and Fifth Streets, lower Manhattan being shielded to a large extent by the barrier of Staten Island. Geologists pointed out that the more extensive damage done here by the Black Tom explosion was due largely to the fact that lower Manhattan structures were based on the same rock stratum which underlies the Jersey City peninsula.

Plate glass insurance brokers at first

## ROCK CUSHION THAT EASED SHOCK MANHATTAN



A cross section of Manhattan Island is shown in the center of the drawing above. It represents a slice 375 feet deep from Hoboken to the Brooklyn navy yard through the section of Manhattan between 11th and 12th Streets. Below the glacial drift and accumulated soil is the solid rock of the island. It is of the kind known as Manhattan schist, which is of the curling or convoluted formation shown above. This rock offers rigid resistance to concussion. A tremendously severe concussion would be required to cause severe trembling of this rock formation. Note that the rock stratum comes much nearer the bed of the East River than the Hudson River, which flows over a bed of silt and drift of unknown depth.

reported comparatively few claims, but as the day wore on and the excitement wore off they changed their estimates. The big detonation at 11 o'clock cost the companies thousands of dollars. The Standard Oil Building, at 26 Broadway, not a member of the younger set of buildings, shivered nervously under the terrific blast. Just before noon the officials of the company ordered all the women employees to leave the building.

**Order Buildings Closed**  
The naval authorities were on the alert through the morning to detect buildings wholly or partially under their supervision which were showing possibly dangerous effects. As a result the building at 39 to 45 Broadway, eight stories, occupied by the War Trade Board, and the American Trust Company Building, 16 Wall Street, forty-two stories, were cleared and vacated. The West Street Building, 30 West Street, eighteen stories, was not closed, but officers in charge of the

ordnance, aviation and signal service of the army allowed all girl employees to depart.

Officers in charge of the closed buildings refused to disclose the source of their orders.

The Fire and Police departments suggested the closing of windows in buildings. The Fire Department suggested at 1:30 o'clock the complete clearing of the Municipal Building, and this was followed as far as circumstances permitted.

### Produce Exchange Damaged

The Produce Exchange probably suffered the greatest window casualties of any single building, fifty of them giving way before the detonation, causing the police to divert traffic while the glass was being swept up. An immense plate glass window of the Wanamaker store was broken shortly before noon. In the newer department store section of the city Gimble, Rogers, Peet & Co., and other stores lost windows.

Fourteenth Street, especially between Fifth and Sixth avenues, was studded with plate glass particles. The Little & Co. store, at 47 and 49, had one plate glass window smashed, while two were broken in the wholesale wall paper house of Alfred Peats & Co., 41 and 43 West Fourteenth Street.

In addition to the wholesale smashing of window panes in Bay Ridge, Bath Beach and other near-to-the-bay sections of Brooklyn, the downtown shopping and administrative districts felt the detonations in heavy glass losses. Eight valuable stained glass windows in the Hall of Records gave way, while a plate glass window in the building also failed to withstand the concussion. Along Fulton Street signs such as "A broken window can't stop our business" appeared where glass had been.

**Coney Island Hit Hard**  
Scores of windows tinkled to oblivion in Coney Island and Brighton Beach, especially those structures facing the ocean, many of which were new percent, windowless. Freeport, Mineola, Lynbrook and other Long Island towns received a full measure of the sound and the shattered panes.

## Jersey Commuters Left Isolated by Stopping of Trains

Mayor Hylan issued an order at 2:30 yesterday afternoon closing the tubes and bridges to all traffic. Inquiries at the City Hall brought forth the explanation that the Mayor took this drastic action because the War Department informed him that thousands of tons of TNT were in danger of exploding at any moment.

This information soon reached the thousands stalled at the terminals of the Brooklyn-Manhattan and Manhattan-Jersey tubes and the Pennsylvania Railroad tube, and spread like wildfire through the city. A condition bordering on panic prevailed among the waiting crowds, in downtown offices in Manhattan and in homes which were in the danger zone of the "thousands of tons of TNT" which were in danger of exploding at any minute.

Police Headquarters shared in the panicky feeling. Chief Inspector Daly carried out the Mayor's order and stopped all trains running to Brooklyn and Jersey through the tubes and shut off all traffic on the bridges.

**Train Schedules Upset**  
The order of the Mayor disarranged the schedules of the Pennsylvania Railroad. People who had purchased tickets for points reached by the Pennsylvania and connecting lines were stalled at the big terminal for nearly two hours.

Then the Mayor issued another order countermanding his first. Traffic was resumed and in time the panicky condition died away.

**All Rush to Ferryboats**  
In the meantime New York had discovered that ferryboats were holding an undisputed corner on transportation to and from Brooklyn and New Jersey. For more than two hours the busiest of a Saturday—the modern arteries of trans-urban traffic were dry while the medium of a score of years ago once more held single sway.

It was just at the hour when the downtown office buildings were disgorging their workers for the half-holiday of an autumn Saturday, and the crowd, as usual, started for Brooklyn Bridge when the order came.

Police officers stationed at the bridge entrance announced that ferryboats alone were handling the transportation to or from Manhattan. At first a thin stream of people was diverted to the Fulton Ferry House, but gradually the ferry was made the objective of a continuous procession.

Automobiles and trucks turned down Fulton Street all ferryboat. And to ferryboat Columbia.

Meanwhile thousands were streaming along the waterfront to Atlantic Avenue, where service to the Battery proved fairly adequate, handled by two ferryboats.

**Panic Felt in Jersey**  
The condition of fear resulting was not confined to New York, but spread to New Jersey where afternoon papers carried big streamers across the front page reading:

"Explosion! Steps Subways!"  
Traffic managers of the railroads called up Washington on the long-distance telephone and newspaper correspondents besieged the War Department for reasons for the Mayor's action. To all inquirers Washington officials said that they knew nothing of the motive of the Mayor's order. The War Department declared that it had not issued any orders to the Mayor and knew no reason why the traffic should have been stopped.

Little before 6 o'clock Grover Whalen, the Mayor's secretary, said that the Mayor had issued the order on advice of Fire Chief Kenlon.

**Did Not Visit Scene**  
"Had Chief Kenlon been to the scene of the explosion before he communicated with the Mayor?" the Mayor's secretary was asked.

"No, but he went there after telephoning the Mayor," said Mr. Whalen. "Where did he get the information?" "Don't know."

Nor could it be learned where the

## Airman Fly Through Explosion Debris

Robert Shank, pilot of the mail aeroplane which reached Belmont Park yesterday from Philadelphia, passed directly over the erupting munition plant at Morgan, N. J., at a height of about 4,000 feet. Some of the debris reached that altitude, he said. He could see the flash of explosions and saw buildings collapse, but the noise of his propeller prevented him from hearing the detonations. None of the fragments came close to him.

He did not linger in the vicinity, but made his trip in what almost was record time. His trip from Philadelphia took 46 minutes, and from Washington to Philadelphia his flying time was 1 hour and 20 minutes. Max Miller, who took the mail to Washington, started just as an explosion came which shook his hangar at Belmont Park.

Mayor received the information that there was no occasion for his first order. The Mayor, as is his custom, refused to be interviewed.

### Jersey Commuters Held Up

Commuters from South Jersey, whose homes had rocked all night to the explosions at the T. A. Gillespie plant, discovered, many of them, when they sought their accustomed trains to New York, that no trains were running. For hours a considerable part of New Jersey was isolated. The New York & Long Branch Railroad was the worst hit. At its most westerly point this road approaches South Amboy, swerving thence to Matawan, Red Bank, Long Branch, Asbury Park and other coast resorts.

Direct service on this line, which normally runs fifty trains a day to New York, was cut off by the explosion. The train from New York which reached Long Branch at 1:39 a. m. was the last to be operated. A makeshift service by way of Sea Girt was eventually established.

Telephone connections also had been severed in many instances, and neither commuters nor railroads were able to get the information they sought.

Officials of the Pennsylvania Railroad said that its service was practically unaffected. The main lines to Philadelphia and other important points remained clear, and the only interruption was on an unimportant feeder to Atlantic City by way of Camden. Two trains were held in readiness for some time at the Pennsylvania Station in case they should be needed as relief trains. When no call came for them, however, they were sent out on their regular routes.

WASHINGTON, Oct. 5.—General March, chief of staff, late today authorized the statement that the War Department had issued no request that subways under the East and North rivers at New York be closed because of danger of further explosions at the Morgan, N. J., munitions plant.

## Rock Foundation Of N. Y. Lessens Force of Blast

The solid rock foundation of Manhattan Island and the surrounding territory probably lessened the force of yesterday's explosion and saved the city from considerable damage. Just how concussions are transmitted from far distant points was a matter of some conjecture among scientific men yesterday.

The rock foundation of Manhattan not only makes possible the erection of skyscrapers, but also furnishes a foundation with great resistance to lateral shocks. Parts of Staten Island, which are marshy, are much more likely to be shaken violently by the lateral explosion than the rocky strata which prevail generally.

Dr. Henry Arctowski, chief of the science division of the New York Public Library, was of the opinion that most of the destruction wrought by high explosions at some distance was caused by compression of the air.

"It is not so much the shock of the explosion along the ground as the compression of air resulting from it that produces destruction," he said.

Dr. Arctowski explained that the transmission of explosive force through a rock bed depends more on the folding of the rock than on its stratification. The rock bed is composed of a series of blocks more or less loose throughout all the strata. A shock would be distributed along the various strata with more regard to the folding of the layers than to the hardness of the rock.

Because of the unknown explosive strength of TNT and the even more violent dynamite, Dr. Arctowski was unwilling to hazard any prediction as to what damage might be done to the boroughs of New York City from across the bay.

Shattered windows and other damage were much less likely, in his opinion, to result from the concussion carried along or through the earth than from compression of the air or flying particles.

Chief Engineer Ridgway of the Public Service Commission also discounted the possibility that explosions in Jersey would be carried along noticeably in the rock foundation underlying Manhattan.

"The rock foundation would undoubtedly carry concussions, but the idea that they would be felt enough in Manhattan to throw falling modern buildings out of line is ridiculous," he declared.

### Bursting Shells

**Bring Scenes of  
Battle to Jersey**

After a sleepless night of terror the brave little city of Perth Amboy lay crushed and in ruins yesterday as if it were the victim of some superdilettante enigma. Its bewildered, disheveled, panic stricken people were in flight and the city was silent, almost

guards pushed them back gently across the bar, where they spent a night of torture and uncertainty. From the time of the first series of explosions, a little before 8 o'clock, until nearly midnight they waited.

Then the inferno within the plant burst forth into a new series of explosions that rocked Monmouth County. The people rushed back to their homes—some to prepare for flight and others to hide in the cellars—with a determination not to leave while the safety of the head of the house was in question.

With these midnight explosions Morgan and South Amboy were cut off from all communications with the outside world. As the hours advanced the menace became more threatening. The flames spread to the unit where the shells for the 75's were assembled, and they went off with a crash. Burning, screaming projectiles were hurled high in the air, threatening to blow up the entire plant.

**Scenes as on Battle Front**  
Master of Arms Brooks Curry, of the Coast Guard, was standing about a mile from the plant talking to a civilian when a shell blew the civilian's head off. Near by Coast Guard officers had shouted the warning to newspaper reporters, and by falling flat on their faces these men escaped the bombardment.

When Morgan sent out its first appeal for help, P. Floersch, owner of the new Parker House in Perth Amboy, put his hotel at the disposal of the authorities. As soon as the wounded filled the hospitals the hotel was turned into a temporary receiving station for the victims being brought in who did not need immediate surgical attention. Cots were placed in the halls and lobby and many hundreds of those only slightly hurt spent the night there.

Early in the evening the exodus of panic-stricken men, women and children from the danger zone was not very great. After the midnight explosion the refugees began pouring into

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the roads leading to Perth Amboy, Red Bank and Keyport. Some who lived near Morgan went to South Amboy, but the panic among the people of this place soon led them to seek another haven.

### Roads Choked with Refugees

The refugees filled the roads. Women carrying children and pushing their household goods in front of them in baby carriages made a scene similar to those that occur on the Western front in France. They stumbled along wildly-eyed. Some were suffering from shell shock and had to be led. Most of them headed across the old wooden bridge over the Raritan and made their way toward Perth Amboy.

Not all in this struggling crowd reached the city. There were among them men who had been injured at the plant, who in panic had fled from the scene without getting medical aid. They walked until exhausted, and then fell in the open countryside. Many walked of these were picked up by the women of the Motor Corps of America, who fearlessly worked through the bombardment.

Near the plant the scene was dis-

Continued on page seven

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